

Virginia AVIATION



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New terminal for Dinwiddie County Airport

Dinwiddie County Airport officials recently opened a \$1.3 million terminal that's three times the size of the former terminal.

U.S. Rep. J. Randy Forbes, R-4th, was the keynote speaker at the ribbon cutting ceremony.

The old 2,200-square-foot terminal, which will be made available for lease once it is vacated, included a lobby, a flight planning room, and a vending room.

At 6,600-square-feet, the new terminal is a beautiful facility that houses the airport business offices along with a spacious conference room, lobby and

restrooms. The terminal has a vending area, flight planning room, pilot's lounge with quiet rooms for pilots to relax, a very large passenger area and internet access.

"This terminal was designed for general aviation but with corporate pilots in mind," said Airport Manager Dave Ploeger. "This facility is a testa-

(please see [Dinwiddie](#) cont. on pg. 3)



What to do when the press calls

Lessons from the CBS attack on GA

CBS News's recent report on the "lack of security" at general aviation airports and how it came to be offer a strong warning to pilots contacted by reporters.

The CBS report used Eagle's Nest Residential Airpark (W13) in Waynesboro, Va., to illustrate its premise — that GA airports have no government-mandated security. But in so doing, it hung both general aviation and airport manager John Trissel out to dry — something that a call to AOPA's Communications Division might have helped avoid.

CBS News didn't initially contact Trissel directly. Instead, they called the real estate agent for Eagle's Nest and

said they were doing a story on living with your airplane, and that they might like to speak to the airport manager as well. Trissel's first direct contact was when the news crew showed up for the interview, which lasted 45 minutes. Trissel smartly tried to determine the nature of the story and the questions to be asked before the interview started. The CBS crew wouldn't tell him, saying they didn't want the interview to look "staged."

"I told them that we're a gated community with tire spikes at the gatehouse for protection," Trissel told AOPA. "I told them about AOPA's Airport Watch and that we'd implemented virtually all of its suggestions. I told them that I live

right beside the runway and talk to the planes from my bedside, if necessary, no matter what time of night they leave, to verify who's in the aircraft." But none of that made it into the report. And Trissel ended up victimized twice — once by CBS and again by hundreds of pilots who sent him some scorching e-mails. "Almost all of the e-mailers wrote back apologizing when they had heard the full story," says Trissel.

"The first thing to remember is that most reporters *do* want to get the story right," said AOPA President Phil Boyer, himself a former broadcast executive. "But the second thing to remember is that they've been assigned to cover a

(please see [AOPA](#) cont. on pg. 3)



Wireless internet access now available at Charlottesville-Albemarle Airport

Thanks to wireless Internet access now available at Charlottesville-Albemarle Airport, travelers and airport visitors can stay connected to their homes or offices. Capitalizing on the technical expertise of Broadband Network Services Incorporated (BNSI), headquartered in Charlottesville, the Charlottesville-Albemarle Airport has been able to introduce several wireless access points throughout the terminal.

Through its relationship with BNSI, the Charlottesville-Albemarle Airport Authority has installed a public wireless "hotspot" in the passenger hold rooms and deli area. It will be expanded to the baggage claim and ticketing wings in the weeks to come. Passengers with wireless devices (PDAs and/or laptops) may "surf the net" at no charge while in the terminal building.

"Being able to connect to the Internet, office and e-mail has become a critical aspect of maintaining profes-

sional continuity for the business traveler," explains Bryan Elliott, Executive Director of Charlottesville-Albemarle Airport. "We're very pleased to be able to offer wireless Internet connectivity as another valuable service to the customers of the Airport."

Broadband Network Services Incorporated (BNSI) is a preferred provider of Internet services for small to medium sized business customers in Central Virginia and beyond. These services include robust Internet access, hosting, and application services tailored to meet the wide-ranging needs of today's enterprise. (www.bnsi.net)

"BNSI is excited to be a part of bringing WiFi Internet access to the Charlottesville-Albemarle Airport," said BNSI President Colin Learmonth. "It shows the airport's commitment to providing a quality experience for its customers and demonstrates how local companies can offer cutting edge technology solutions to the community."

Travel Trend — Airline Kiosk Usage Increases

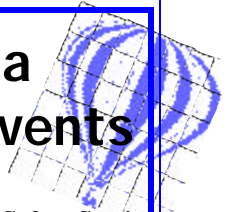
The arrival of airline kiosks has launched a transitional era in airports. Currently, travelers are flip-flopping between convenience and confusion as they encounter these electronic check-in agents. Ultimately, though, kiosks should do for airlines what automated teller machines did for banks. They are designed to get passengers out of lines and to the gate much faster. Originally, they were intended to issue boarding cards. However, future plans will allow kiosk users to purchase flight amenity coupons for drinks and headphones, and make changes to their itineraries. Airlines will also be able to use the kiosks to collect excess baggage fees and unaccompanied minor fees. The follow-

ing are some tips regarding airline kiosks:

1. Use a major credit card to identify yourself to the kiosk and initiate the check-in process.
2. Be sure your frequent flier number appears in your record. If it does not appear, add it to the record.
3. Use airport kiosks for seat changes or seat selection if you do not have a seat pre-selected.
4. You don't have to wait for an airline agent if you are not checking bags.
5. Anyone with an electronic ticket is generally eligible to use a kiosk for check-in and need not wait in any other check-in line.

(Source: USA Today)

Virginia Aviation Events



February 19, 2004 FAA Safety Seminar at New River Valley Airport will include Pilot Safety Seminar and Wings Program. For more information contact Bob Atkins at (540) 674-4141.

March 6, 2004 Aviation Maintenance Technician Seminar will be held at the Virginia Department of Aviation Hangar on Richmond International Airport from 8:00 a.m.-5:00 p.m. Registration begins at 7:30 a.m. Sponsored by Richmond Flight Standards District Office and Virginia Department of Aviation. For more information call (804) 222-7494, ext. 225 or visit <http://aea.faa.gov/aea200/ea21/>.

March 20, 2004 Virginia Ultralight Safety Seminar will be held from 8:30 a.m. until 3:30 p.m. at the Virginia Aviation Museum on Richmond International Airport. For more information contact Carolyn Toth at (804) 236-3637.

April 5-8, 2004 Virginia Aviation Safety Week - Keynote speaker, Greg Feith - Former NTSB investigator. Mr. Feith has served as Investigator-in-Charge of a number of high profile accidents including: ValuJet DC-9 in-flight fire at the Florida Everglades, 1996; American Eagle ATR 72 in-flight icing accident at Roselawn, Indiana, 1994; USAir DC-9 windshear accident at Charlotte, 1994; Korean Air 747-300 controlled flight into terrain at Guam, 1997; American Airlines MD-83 runway overrun at Little Rock, 1999; and Emery Worldwide Airlines DC-8 elevator control failure at Sacramento, 2000. Locations to be determined at a later date. For more details, contact Jeanie Carter, Safety Program Administrator, Virginia Department of Aviation, at (804) 236-3639.

Submit upcoming event information to:
Newsletter Editor 5702 Gulfstream Rd
Richmond, VA 23250-2422
(804) 236-3631 fax (804) 236-3635
e-mail: seth.dye@doav.virginia.gov

(**Dinwiddie** cont. from pg. 1)
ment to the County's support for the airport."

Dinwiddie County Airport (PTB) is



located 20 miles south of Richmond, Virginia adjacent to Interstate 85 and Route 460. (Coordinates 37° 11' 01"N - 77° 30' 28"W, elevation 193) The air-

port is depicted on the Washington Sectional chart and has three published approaches: a localizer, VOR or GPS, and NDB. The main runway (5-23) is 5001 feet by 100 feet and there is a crosswind runway (14 - 32) that is 3060' X 50'.

The airport features a terminal, five large hangars suitable for single or multiple corporate jets, and 42 T-hangars. Quality flight instruction, a ground school, aircraft rentals and sales and aircraft charter are available through Central Virginia Aviation.

Business and recreational fliers alike prefer Dinwiddie County Airport for its convenience and service. The



U.S. Rep. Randy Forbes, R-4th, was the keynote speaker at the ribbon cutting ceremony.

modern facilities are constantly being improved, enlarged and added to. We invite you to take a new look at Dinwiddie County Airport.

(**AOPA** cont. from pg. 1)

story and may ask questions based on a preconceived idea of what that story is.

"That seems to be what happened to John Trissel," said Boyer. "In a letter responding to the criticism of his story, CBS reporter Bob Orr said his report was intended to show that the government has not *ordered* any security improvements at GA airports. He used answers that on their face support the premise — and in the process needlessly scared the non-flying public about 'small planes.'"

Sadly, many news stories are sensationalized to get ratings. Even worse are the advertisements or "promos" for the news story. As was the case with the CBS report, promos take the most sensational elements of the story and repeat them over and over again without any attempt to tell both sides of the story. And more people see the promo than the news story.

Dealing with reporters can be nerve-racking even for people who do it every day for a living. It can be even more so for someone who's never been interviewed. The AOPA Communications Division has both staff and online resources that can help members facing a media interview.

If you've been contacted by a re-

porter and are unsure what to do, contact the AOPA Communications Division by calling either 301/695-2000 or 800/872-2672 and asking for Communications.

"Our first advice is 'send the reporter to us,'" said Boyer. "This is our bread and butter. It gives us a chance to



reach out to the non-flying public through the general news media, *and* it takes the heat off you."

If the reporter really needs a face-to-face, on-camera or on-tape interview, then the AOPA Communications Division can offer specific advice on being interviewed.

Here are some general guidelines:

Ask what topics the reporter wants to cover in the interview. Reporters, as a rule, will not tell an interviewee what the specific questions are going to be so that the answers don't look or sound rehearsed. But they will often go over

the general topics. If the reporter refuses to discuss the topics, feel free to refuse to do the interview.

Don't answer questions you don't know the answers to. "That sounds painfully obvious," said Boyer. "But there can be a real temptation to speculate or offer opinions that end up sounding like fact on the air. Don't be afraid to say you can't answer the question." If the interview starts to stray into areas in which you're not comfortable, or if the topics are not the ones you discussed with the reporter ahead of time, don't hesitate to terminate the interview.

For television, look at the interviewer. Don't let your eyes wander about. No matter how straightforward your answer, you will appear evasive to the viewer.

And remember that the usual one-to two-minute broadcast report contains 100 to 200 words *total*. That means that only 15 seconds or so of your 20-minute interview will actually be used on air. And the reporter chooses which 15 seconds.

"If someone had told me what to expect, I might not have run into trouble," Trissel told AOPA. "From now on at this airport, I'll tell people we cannot do it by ourselves and suggest they call AOPA." (source: AOPA)

Toy Drive at Louisa County Airport an overwhelming success - plans to collect next year

Louisa County Airport/Freeman Field proudly served as a sponsor of the Marines Toys For Tot's Program. The toy drive was a tremendous success and over 500 toys were collected. According to Marine Corporal Bryson, over 63,000 toys were collected statewide which was triple the amount donated

where I can be creative. I have a nothing ventured, nothing gained attitude. The best Christmas present that I could get is knowing that I had a small part in helping to make some families Christmas much happier."

Ms. Pickhardt credits Admiral Dewitt Freeman for providing over-

worker for the Louisa County Social Services, raved about the Marines Toys for Tots Program and stated, "Unforeseen things happen and you think that Christmas is going to be okay, but maybe you just hit a snag. We want to make sure that those families have a good Christmas."

Mr. Jerry Jackson, engineer with the Virginia Department of Aviation, stated "The aviation community applauds the efforts of Ms. Pickhardt. As far as I'm concerned, she's setting the standard for supporting the community, she made sure that everyone was aware of the drive, which was a large part of it." Mr. Jackson donated a bright red corvette to the toy drive and enthusiastically stated, "I'm just really excited for all the children who will have smiling faces on Christmas morning."

Due to the overwhelming success of the Toy Drive, plans are already underway to collect toys next year. With the continued support of the aviation community and continued community support, Pickhardt boasts, "The sky is the limit at this point. After the article appeared in our local newspaper about



Donna Smith of Dominion Air Charter and Dawn Pickhardt IDA Coordinator.

last year and there are still toys that have not been collected. The toys were distributed by the Salvation Army to needy families. Overwhelmed by the generous support of the program, Bryson stated, "This is one of the few times you will see Marines get emotional."

Ms. Dawn Pickhardt, coordinator of the Industrial Development Authority of Louisa County and who spearheaded the toy drive, sent a press release to all Airport Managers throughout the Commonwealth of Virginia alerting the Aviation community of the toy drive. Pilots from Hillsville, Hummel Field, Charlottesville, Richmond and Chesterfield were among some of the folks that flew in toys. The drive even lured an aircraft from North Carolina that had heard about the toy drive! Many of these pilots utilized the airport's courtesy car to sample the cuisine at nearby restaurants and promised they would be back again!

Ms. Pickhardt stated "It's a wonderful feeling to help those less fortunate. I feel blessed to be in a position

tance. When Ms. Pickhardt approached Mrs. Smith with the idea, she immediately replied, "I feel that Christmas is about kids and anything that we can do to make children's lives happier, we should. Definitely count on me to help you."

Special thanks to Betty Vinson and Sharon Blodinger with the Virginia Chapter 99's for distributing information on the toy drive to their members. As a result, the largest single toy donation came from Chapter member Katie Hale and her co-pilot, Frank Watson.

The pair arrived with over a dozen Walmart bags filled with great toy selections and many of us wondered just how they were able to fit all those toys into their aircraft.

Mrs. Donna Isom, a family support



the successful toy drive, I've had several local businesses contact me wanting to be a part of this program. My goal is to fill up the entire hangar with toys!"

(Photos courtesy of Dawn Pickhardt)

NASA'S National Transonic Facility Turns 20

Unique wind tunnel revolutionized aeronautical testing

It has always been a challenge to test scale models in wind tunnels and approximate actual flight conditions, especially at speeds that approach and exceed the speed of sound (Mach 1). To get accurate test results, models had to be big, meaning bigger tunnels; the pressure in the tunnel had to increase substantially, which could cause unwanted distortion of the models; or the tunnel's temperature had to decrease substantially. Until the National Transonic Facility (NTF) opened, the feasibility of a tunnel that could accomplish those conditions was not practical.

Researchers at NASA's Langley Research Center, Hampton, Va., designed and developed a new type of cryogenic (low-temperature) tunnel that would give the scien-

tists the conditions they needed to test the new generation of aircraft.

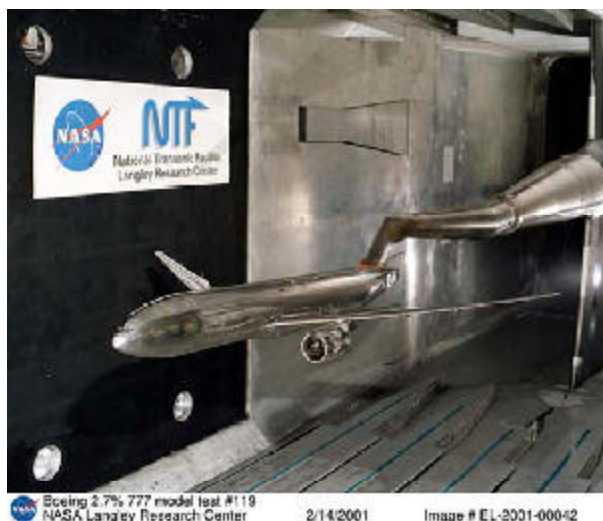
NASA's National Transonic Facility celebrates its twentieth year of operation on December 6, 2003. Construc-

tion of the NTF began in 1979. Vice President George Bush attended the ribbon-cutting ceremony opening the facility in 1983.

The 497-foot-long, 230,000 cubic foot tunnel is constructed of over half a million pounds of aluminum and stainless steel. Powered by a 135,000 horsepower turbine motor and cooled by liquid nitrogen, the NTF can achieve velocities of Mach 1.2 at 120 pounds of pressure per square inch and run at temperatures between -250 and +150 degrees Fahrenheit.

Some notable vehicles tested in the NTF include: Boeing 777, Space Shuttle and Booster, Boeing 767 and Blended Wing Body designs including the B-2 Bomber, A-6 Intruder and the F-

18 Hornet.



Virginia Aviation Board Allocates Funds To State Airports

At its bimonthly meeting held in Richmond, the Virginia Aviation Board (VAB) approved tentative allocations for three of the Commonwealth's airports from the Commonwealth Airport Fund, totaling \$61,000. **Receiving one of the largest allocations was Stafford Regional Airport, in the amount of \$42,000 for T-Hangar # 1 Site Preparation (Construction).** Other airports receiving allocations from the VAB were:

- **New River Valley Airport** in the amount of \$16,000 for Obstruction

Analysis R/W 6-24;

- **Accomack County Airport** was allocated \$2,400 for maintenance Equipment Storage Building Re-packaging/Re-Bid.

The VAB has eight members representing seven regions. The Board approves funding requests brought to it by the Virginia Department of Aviation, a state agency working to support and promote commercial and private aviation interests for the Commonwealth's 67 public-use airports.

Honorable John Glenn.

The trophy, named after WATF founding chairman Carrington Williams (1919-2002), was established in 1996 to recognize those whose "Leadership, Vision and Dedication in the Application of Aviation or Space Enriched the Quality of Life on Earth." General Dailey has been chosen as the 2003 recipient because throughout his distinguished military and civilian career, his commitment and accomplishments have led the way to significant benefits for people all over the world, and in particular for his nation and its military services. His vision and exemplary leadership have inspired all that have known him to work for the benefit of mankind, and few can match his accomplishments in the field of aviation and space.

The Virginia Department of Aviation congratulates General Dailey on this much deserved award.

WATF presents 2003 Williams Trophy winner during 21st Annual General Meeting

The Washington Airports Task Force (WATF) recently held its 21st Annual General Meeting (AGM) at Westfields Marriott in Chantilly, Virginia. During the AGM, this year's

Williams Trophy was also presented. The 2003 recipient is General John R. "Jack" Dailey, director of the National Air and Space Museum. This award was presented to General Dailey by The



MWAA and United sign permit to begin construction of facility improvement at Dulles International Airport

The Metropolitan Washington Airports Authority and United Airlines announced today that they have signed a permit enabling United to begin construction of facility improvements at Washington Dulles International Airport (IAD) that are expected to provide all United and United Express customers with better access, more convenient connections and an improved travel experience overall. Construction is expected to begin within a week. The cost of the project is expected to be no more than \$22 million.

"We have designed a facility that will provide full customer service capabilities, convenient connections and easy access to both Dulles-based United Express customers and passengers who connect to United and other flights through IAD," said Pete McDonald, United's Executive Vice President - Operations. "United is committed to providing competitive fares and our full schedule of flights for our customers in the Washington area and the spoke cities served to and from Dulles International Airport."

James E. Bennett, President of the Metropolitan Washington Airports Authority said, "United has been an anchoring partner at Dulles International Airport for many, many years. We are pleased that we were able to reach an agreement that supplies United Express with the operational facilities they may need, and also promises to provide Washington area consumers good ser-

vice and a broad array of flights and destinations to choose from for the future.

United will construct a customer waiting area on the C30 ramp area and a larger United Express passenger terminal and gate in an area designated on the F apron. Approximately half of all United Express flights will continue to leave from the C and D concourses and, with the addition of a new United Express terminal and gates, United and United Express passengers will no longer need to transfer to another concourse at IAD. That means the travel experience for all United passengers at IAD will be more comfortable, more convenient and simple. This facility solution will give passengers easier access to connecting flights, to customer service and check-in kiosks and the three United Red Carpet Clubs, as well.

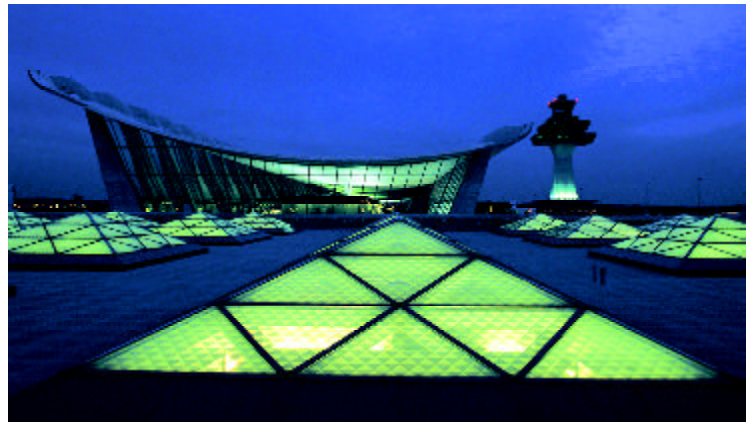
The F-Apron passenger waiting area is designed to be a full-service facility as well where customers can check in, proceed through gate readers and board aircraft. This design includes a sizeable passenger seating area; covered, climate-controlled walkways to aircraft; a full staff of United Express

employees including, customer service representatives, ramp and maintenance personnel; food and beverage concessions and baggage operations are situated nearby.

This facility is modeled after many very successful similar operations run by United and other major airlines at airports including Dallas, Cincinnati, Los Angeles and San Francisco.

About Metropolitan Washington Airports Authority

The Airports Authority operates Washington Dulles International and Ronald Reagan Washington National Airports. In calendar year 2003 approxi-



mately 31 million passengers were served by those two airports.

About United

United and United Express operate more than 3,400 flights a day on a route network that spans the globe. News releases and other information about United may be found at the company's website at www.united.com.

Legislative Contact Information Available

The Virginia Department of Aviation issued Legislative contact information during the Virginia Aviation Conference held this past August in Richmond. We want to remind all airport managers and sponsors to use this information to contact their Legislative members in an effort to lobby for avia-

tion funds that could possibly be taken away due to budget cuts.

If you need a copy of the disk, please contact the Department and we will forward another copy to your airport. Most Legislative information can also be found at the General Assembly website <http://legis.state.va.us/>.



VA Air & Space Center Adds Gallery

The Virginia Air & Space Center recently opened a new one-million-cubic-foot *Adventures in Flight* gallery. Yes! The opening of the new *Adventures in Flight* gallery has finally arrived and you can be one of the first to experience this new state-of-the-art, in-



teractive, aviation gallery.

This exhibit expansion, the largest in the museum's history, will take you on an aviation adventure through 100 years of flight from the origins of flight to the future of flight. The gallery highlights Hampton Roads' role in commercial, civil and military aviation.

The gallery features one-of-a-kind, world-class interactives that allow you to be directly involved in discovering our region's many contributions to flight. See a replica of the **1903 Wright Flyer**, the first in the nation to be completed for the Centennial of Flight. An accurate reproduction of the first pow-

ered airplane, the replica is within 21 pounds of the original 1903 Flyer's weight.

"Wing walk" on a recreated Jenny, in the **Curtiss Jenny Century of Flight Theater**. The "Jenny" Theater takes visitors back to the Roaring '20s to experience an exhilarating barnstorming ride first-hand, while taking a fanciful flight through 100 years of aviation milestones. For a ride experience unlike any other, step aboard a *B-24 Liberator* to experience the sound and feel of a true bombing mission. The **B-24 Simulator** combines thrilling motion programming

with incredible details of actual combat flights to give you a real sense of what B-24 crews experienced 60 years ago.

The **Commercial Aviation** exhibits offer a behind-the-scenes look at commercial air travel beginning with the monstrous **AirTran Airways DC-9** that you can enter and explore. A **Boeing 717 Simulator** can be found in the first-class cabin, where pilots of all ages can take the yoke and try their hand at flying. The simulator demonstrates **NASA's Glass Cockpit**, a variety of new digital cockpit technologies that make flight safer. You can also become an air traffic controller where you can learn the ins and outs of possibly the toughest job at an airport. Real-time data is displayed on an electronic map of North America showing all aircraft in flight. Guests are also given a quick lesson in speaking like an air traffic controller as simple directions are transformed into code-like ATC slang. You can even climb into the cockpit of an **F/A-22 Rap-tor**, the Air Force's newest fighter jet, and learn more about the latest stealth technology used by the military.

For those who prefer to keep their sea-legs, consider getting into the action in the Air

Power at Sea exhibits with a blue-screen interactive that allows you to step into the shoes of a "Shooter." Experience the exhilaration of launching a Navy fighter from an aircraft carrier through blue-screen technology that places you right on the deck of an aircraft carrier as a member of the Rainbow Crew.

Possibly the biggest draw in the **Air Power at Sea** exhibits is the interactive, 1:48 scale model of the **USS Ronald Reagan**, the Navy's newest aircraft carrier. This "floating city" allows you to see the inside of the carrier and learn about life at sea through a hands-on, hi-tech Ship Scanner with LCD display.

And of course this is only the beginning! There are many more interactive exhibits in the new gallery from building an airplane and testing your engineering skills in a **Paper Airplane Flight Lab** to soaring into the future with NASA and new aviation technology. Bring your young aviators to enjoy the exciting new play area, Little Wings, where they can build a plane, create their own airport, and climb into a cockpit to investigate flight. In addition to these exciting new hands-on exhibits and flight simulators, our exhibit team added high-tech, interactive planespotters that allow you to access highly-detailed information on select aircraft on display in the Center's main gallery. You can reveal key statistics, specifications, and hear stories from pilots and ground crew. The human drama of aviation is shared through Personal Story Monitors whose intimate interviews with key figures, like Tuskegee Airmen and B-24 crew, expose the personal side of flight.



- VIRGINIA AVIATION -

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AMERICAN EAGLE ANNOUNCES NEW NONSTOP SERVICE BETWEEN RICHMOND AND MIAMI

American Eagle recently announced it has initiated nonstop service between Richmond International Airport and Miami International Airport. The carrier will begin service with one round trip per day. The service will be operated with the comfortable 37-seat ERJ-135 regional jet.

"We are pleased to offer Richmond travelers the only nonstop service to Miami, one of the country's most popular leisure destinations and the premier gateway to the Caribbean and Central and South America," said Peter Bowler, president - American Eagle. "This new service will also provide the added convenience of connecting options via American's Miami hub, one of the largest in the AA system."

American Airlines and American Eagle currently offer Richmond passengers an extensive network of nonstop flights and connections via nonstop service to hubs at Chicago O'Hare and Dallas/Fort Worth. In addition, American Eagle operates nonstop service from Richmond to Boston and now, Miami.

The flight schedule for the new Miami service follows:

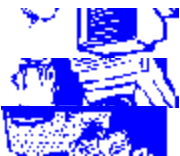
FROM RICHMOND (RIC) TO MIAMI INTERNATIONAL (MIA):

FLIGHT	DEPARTS	ARRIVES	SCHEDULE
4636	10:10 a.m.	12:35 p.m.	Daily, except Saturday and Sunday
4636	09:50 a.m.	12:15 p.m.	On Saturday and Sunday

FROM MIAMI INTERNATIONAL (MIA) TO RICHMOND (RIC):

FLIGHT	DEPARTS	ARRIVES	SCHEDULE
4637	1:45 p.m.	4:10 p.m.	Daily

As measured by the number of passengers carried each year, American Eagle is the largest U.S. regional airline, operating over 1,300 daily flights to more than 130 cities throughout the United States, Canada, the Bahamas, Mexico and the Caribbean. American Airlines is the world's largest carrier. American, American Eagle and the AmericanConnection® regional carriers serve more than 250 cities in over 40 countries with more than 3,900 daily flights. The combined network fleet numbers more than 1,000 aircraft. American's award-winning Web site, AA.com, provides users with easy access to check and book fares, plus personalized news, information and travel offers. American Airlines is a founding member of the **one** world Alliance.



If you are interested in learning more about what is going on in the Department of Aviation, please call our office at (804) 236-3624 or our Sponsor Hotline at (800) 292-1034. Visit our website for updates on future events at: www.doav.virginia.gov.



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